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CONSULTANT'S STUDY SUGGESTS DOZENS OF NEW AVIATION USER FEES

A consulting firm hired by FAA's Office of Aviation Policy and Plans has prepared a report suggesting implementation of dozens of new aviation user fees as a way to recoup the entire cost of operating the agency's Office of Aviation Standards, a total cost of approximately $258 million in fiscal 1985 according to the study. The study, done by Gellman Research Associates, Inc., said the annual "regulatory costs per aircraft" incurred by Aviation Standards ranges from $221 for a general aviation piston-powered model to $44,846 for a commuter aircraft. Suggested fees range from $30 for certificating a student pilot and $240 for private pilot certification, up to $6,110 to certificate a Part 135 operator of small aircraft. Fee suggested for certification of a Part 121 operator was $80,830 (see charts on the back of Pages 50-52).

FAA refused last month to make a copy of the study available, saying that it was incomplete and contained some factual errors. After obtaining a copy of the report from other sources, BA was told last week by an FAA spokesman that the agency has "no intention of doing it (implementing a new schedule of user fees) now or in the foreseeable future." The spokesman noted that airport and airway reauthorization legislation submitted by the Transportation Department to Congress last week does not recommend any new user fees (see following story).

Much of the material in the Gellman study is predicated on the controversial Cost Allocation Study of the early 1970s that concluded "some user groups do not pay taxes equivalent to the FAA costs allocated to them." These groups would face "increased costs under a fee system," the Gellman study states, adding that "for fees linked to certificate retention, there may be a significant reduction in aviation activity by some user groups." The report also said "if some users chose to operate illegally without certificates, adverse safety consequences could result," but noted that estimating possible reductions in aviation activity or safety "were beyond the scope of this study."

DOT REAUTHORIZATION PACKAGE WOULD PERMIT HEAD TAXES, USER FEES

Proposed legislation sent to Congress by the Transportation Department last week would permit individual airports to institute passenger facility charges (head taxes) and would open the door for a whole range of user charges for recipients of FAA services (BA, Jan. 12/9). The DOT bill, the "Airport and Airway Enhancement Act of 1987," proposes only a two-year reauthorization of the current airport and airway development programs administered by FAA and funded with revenues from the Aviation Trust Fund. Current legislation, enacted in 1982, expires Sept. 30, 1987. Both industry and Congressional officials believe a minimum five-year reauthorization is required to permit airports to develop realistic plans and construction schedules (BA, Feb. 9/42).

DOT proposed $1.017 billion in airport development grants in both fiscal 1988 and 1989, while spending for facilities and equipment was put at $1.35 billion in fiscal 1988 and $1.5 billion the following year. In addition, DOT is seeking an additional $200 million from the Trust Fund "for accommodation of cost growth associated with the National Airspace System Plan for 1987 and all subsequently determined requirements associated with projects indentified in such plan." Research, engineering and development activities would get $150 million each year from the Trust Fund.

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – JANUARY UNIT SHIPMENTS

		Jan. 87	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	0	0
TB-10	Tobago	1	1
TB-21	Trinidad TC	5	5
R110		0	0
R180		0	0
R235		0	0
TOTAL		6	6
BEECH AIRCRAFT CORP.			
Single-Engine			
BE-C23	Sundowner	0	0
BE-C24R	Sierra	0	0
BE-F33A	Bonanza	5	5
BE-F33C	Bonanza	0	0
BE-A36	Bonanza	1	1
BE-36TC	Bonanza	1	1
• Multi-Engine			
BE-58	Baron	0	0
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	1	1
BE-F90-1	King Air	0	0
BE-200	Super King Air	2	2
BE-200C	Super King Air	0	0
BE-300	Super King Air	2	2
BE-200T	Super King Air	0	0
BE-1900C	Commuter	0	0
Beechjet 400		0	0
Diamond IA		0	0
TOTAL		12	12
Manufacturers net billing – $11,208,653.50			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	2	2
HS-748		0	0
BAe 146-100		1	1
BAe 146-200		0	0
HS-125	Model A	1	1
HS-125	Model B	0	0
TOTAL		4	4
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	0	0
BN-2T	Islander	6	6
Mark III	Trislander	0	0
TOTAL		6	6
CANADAIR			
• Multi-Engine			
CL-600	Challenger	0	0
CL-601	Challenger	0	0
TOTAL		0	0
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-152		0	0
CE-172	Skyhawk	0	0
CE-172RG	Cutlass	0	0
CE-182	Skylane	0	0
CE-182	Turbo Skylane	0	0
CE-182RG	Skylane RG	0	0
CE-182RG	Turbo Skylane RG	0	0
CE-U206	Stationair 6	1	1
CE-TU206	Turbo Stationair 6	0	0
CE-208	Caravan I	3	3
CE-210	Centurion	0	0
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-406	Caravan II	0	0
CE-414	Chancellor	0	0
CE-421	Golden Eagle	0	0
CE-425	Conquest I	0	0
CE-441	Conquest II	2	2
CE-550	Citation II	0	0
CE-S550	Citation S/II	0	0
CE-650	Citation III	1	1
REIMS AVIATION			
• Single-Engine			
CE-F152		0	0
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	0	0
TOTAL		7	7
Manufacturers net billing – $12,045,220			
AVIONS-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	0	0
AD-My.20	Falcon	0	0
AD-My.200	Falcon	1	1
AD-My.50	Falcon	0	0
AD-My.900	Falcon	2	2
TOTAL		3	3
DEHAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	0
DHC-7		0	0
DHC-8		0	0
TOTAL		0	0
EMBRAER			
• Single-Engine			
EMB-201	Ipanema	4	4
EMB-711	Corisco	0	0
EMB-712	Tupi	0	0
EMB-720	Minuano	1	1
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	2	2
EMB-121	Xingu	0	0
EMB-810D	Seneca II	0	0
EMB-820		0	0
EMB-821	Carajah	1	1
TOTAL		8	8
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		0	0
Expediter		0	0
TOTAL		0	0
GATES LEARJET			
• Multi-Engine			
LR-35A		0	0
LR-36A		0	0
LR-55		0	0
TOTAL		0	0
GULFSTREAM AEROSPACE			
• Multi-Engine			
GR-1159A	Gulfstream III	0	0
GR-1159C	Gulfstream IV	0	0
TOTAL		0	0
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	0	0
1124A	Westwind 2	0	0
Astra		0	0
TOTAL		0	0
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	0	0
TOTAL		0	0
MAULE AIR INC.			
• Single-Engine			
M-5-180C		1	1
M-5-200		0	0

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		Jan. 87	Cal. Year
M-5-235C	Lunar Rocket	0	0
M-6-235		1	1
MX-7-180	Super Rocket	2	2
M-7-235	Super Rocket	4	4
MX-7-235		0	0
TOTAL		8	8
Manufacturers net billing – $401,942			
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	2	2
M-20J	205	2	2
M-20K	231	0	0
M-20K	252	5	5
TOTAL		9	9
PARTENAVIA S.P.A.			
• Multi-Engine			
P68		0	0
P68C-TC		3	3
P68	Observer	0	0
P68	Observer TC	0	0
Spartacus		0	0
TOTAL		3	3
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-28-161	Warrior	•	•
PA-28-181	Archer II	•	•
PA-28-236	Dakota	•	•
PA-28RT-201T	Turbo Arrow IV	•	•
PA-32-301	Saratoga	•	•
PA-32R-301	Saratoga SP	•	•
PA-32R-301T	Turbo Saratoga SP	•	•
PA-46-310P	Malibu	•	•
• Multi-Engine			
PA-31-350	Chieftain	•	•
PA-31-500	Cheyenne IA	•	•
PA-42-720	Cheyenne III	•	•
PA-42-720	Cheyenne IIIA	•	•
PA-42-1000	Cheyenne 400LS	•	•
PA-44-180	Seminole	•	•
PA-44-180T	Turbo Seminole	•	•
PA-T1040		•	•
TOTAL		•	•
SHORT BROTHERS LTD.			
• Multi-Engine			
SBJ-CS-7	Skyvan	0	0
SD-3-30		0	0
SD-3-60		0	0
TOTAL		0	0
	SINGLE-ENGINE	39	39
	MULTI-ENGINE	24	24
	GRAND TOTAL	63	63

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	January			Calendar Year to Date		
	1987	1986	1985	1987	1986	1985
Aerospatiale	6	2	•	6	2	•
Beech	12	18	14	12	18	14
British Aerospace	4	2	2	4	2	2
Britten-Norman	6	0	0	6	0	0
Canadair	0	0	3	0	0	3
Cessna	7	21	67	7	21	67
Dassault	3	2	4	3	2	4
De Havilland	0	0	1	0	0	1
Embraer	8	6	14	8	6	14
Fairchild	0	1	0	0	1	0
Gates	0	0	0	0	0	0
Gulfstream	0	0	0	0	0	0
Israel	0	0	0	0	0	0
Lake	0	1	3	0	1	3
Maule Air	8	4	3	8	4	3
Mooney	9	7	8	9	7	8
Partenavia	3	0	•	3	0	•
Piper	•	17	40	•	17	40
Short	0	1	1	0	1	1
TOTAL	63	82	160	63	82	160

• Figures not available.